CLAIMS

1. Drive device for adjusting an operating element for a valve, a throttle, a blow-out preventor or the like, in particular in the field of gas or oil exploitation and/or production, the operating element being actively connected with at least one driving motor via a drive train, and at least one transmission changing unit being arranged in the drive train for converting a revolution of the driving motor into a revolution of the operating element, and/or a revolution/linear motion converter being arranged for converting the revolution of the driving motor into a linear motion of the operating element, characterized in that the drive train comprises at least one essentially disk- or wheel-shaped revolution introducing device actively connected with at least two drive shafts rotated by separate driving motors.

2. Drive device according to claim 1, characterized in that the revolution introducing device comprises an external toothing actively connected at certain places with the drive shafts in the peripheral direction of the revolution introducing device.

3. Drive device according to claim 1, characterized in that the revolution introducing device is designed as a worm wheel and a worm is arranged at each drive shaft.

4. Drive device according to claim 1, characterized in that the worm is arranged essentially centrically on a drive shaft driven by motors on both sides.

5. Drive device according to claim 1, characterized in that the worm is placed on said drive shaft in particular in a detachable fashion.

6. Drive device according to claim 1, characterized in that at least one driving motor, in particular an electromotor, is assigned to each end of the drive shaft.

7. Drive device according to claim 1, characterized in that the drive shaft is arranged perpendicularly to the longitudinal direction of the operating element.

8. Drive device according to claim 1, characterized in that for forming a double helical gearing, the revolution introducing device is designed as a helical gear spur wheel, and a helical gear drive wheel is arranged on each drive shaft.

9. Drive device according to claim 1, characterized in that at least two driving motors are assigned to the drive shaft at one end.

10. Drive device according to claim 1, characterized in that between driving motors and the helical gear drive wheel, a step-down gear unit, in particular a so-called harmonic drive, is arranged as transmission changing unit.

11. Drive device according to claim 1, characterized in that the drive shaft is arranged in parallel to the longitudinal direction of the operating element.

12. Drive device according to claim 1, characterized in that the drive shaft is mounted in a floating fashion.

13. Drive device according to claim 1, characterized in that a positioning sensor is assigned to the revolution introducing device.

14. Drive device according to claim 1, characterized in that the drive train comprises a rotating spindle and/or a recirculating ball nut and/or a step-down gear unit downstream of the revolution introducing device.

15. Drive device according to claim 1, characterized in that the drive shafts are synchronized by a mechanical coupling device with a sprocket belt, a chain or the like.

16. Drive device according to claim 1, characterized in that the driving motors are electrically synchronized.

17. Drive device according to claim 1, characterized in that the gears consisting of worm wheel/worm or helical gear spur wheel/helical gear drive wheel are self-locking.

18. Drive device according to claim 1, characterized in that a helical angle of the teeth of the double helical gearing is between 40° and 85° in particular between 60° and 80°.

19. Drive device according to claim 1, characterized in that the essentially disk- or wheel-shaped revolution introducing device is actively connected with the mechanical coupling device.